VOTING PRECINCTS.

PRECINCT CHANGES IN WARDS THREE, FIVE AND SEVENTEEN.

City of Boston,
Board of Election Commissioners,
November 18, 1957.

Walter J. Malloy, Esq., *City Clerk*,
City Hall, Boston 8, Mass.

Dear Sir:

The following is a vote of the Board of Election Commissioners taken under date of October 3, 1957:

Voted, to *decrease* the number of precincts in Ward 3, from 12 to 11 in number.

Voted, to *increase* the number of precincts in Ward 5, from 11 to 12 in number.

Voted, to *decrease* the number of precincts in Ward 17, from 20 to 16 in number.

These changes, which will make a total of 281 precincts in the City of Boston, are set forth in the description forwarded to you under separate cover.

The new precinct lines are to become effective for the police listing of January 1, 1958.

Very truly yours,

Board of Election Commissioners,
David Lasker, *Chairman*.

Precinct Changes Effective January 1, 1958.

Ward 3.

Precincts 1 to 9 remain unchanged.

Precinct 10.—Beginning at the junction of Tremont street and Winter street, thence through the middle line of Winter street to Summer street, thence through the middle line of Summer street to the Harbor Line in Fort Point Channel, thence along said Harbor Line to a point opposite Castle Street, thence across Broadway to Castle street, thence through the middle line of Castle street to Shawmut avenue, thence through the middle line of Shawmut avenue to Tremont street, thence through the middle line of Tremont street to point of beginning.

Precinct 11.—Beginning at the junction of Castle street and Shawmut avenue, thence through the middle line of Shawmut avenue to Dover street, thence through the middle line of Dover street to Tremont street, thence through the middle line of Tremont street to Upton street, thence through the middle line of Upton street to Shawmut avenue, thence through the middle line of Shawmut avenue to Pelham street, thence through the middle line of Pelham street to Washington street, thence through the middle line of Washington street to Union Park street, thence through the middle line of Union Park street to Albany street, thence through the middle line of Albany street to Lehigh street, thence through the middle line of Lehigh street to Broadway, thence through the middle line of Broadway to Castle street, thence through the middle line of Castle street to point of beginning.

Ward 5.

Precincts 1 to 5 remain unchanged.

Precinct 6.—Beginning at the junction of Boylston street and Arlington street, thence through the middle line of Arlington street to Beacon street, thence through the middle line of Beacon street to Embankment road, thence through the middle line of Embankment road to a point opposite Chestnut street, thence from said point in a straight line to the middle of the Charles River, thence through the middle line of the Charles River to a point opposite Clarendon street, thence through the middle line of Clarendon street to Boylston street, thence through the middle line of Boylston street to point of beginning.

Precinct 7.—Beginning at the junction of Boylston street and Clarendon street, thence through the middle line of Clarendon street to the middle of the Charles River, thence through the middle line of Charles River to a point opposite Exeter street, thence through the middle line of Exeter street to Boylston street, thence through the middle line of Boylston street to point of beginning.

Precinct 8.—Beginning at the junction of Boylston street and Exeter street, thence through the middle line of Exeter street to the middle of the Charles River, thence through the middle line of Charles River to a point opposite Gloucester street, thence through the middle line of Gloucester street to Boylston street, thence through the middle line of Boylston street to point of beginning.

These changes are merely a change in designation.

Precinct 8 becomes Precinct 9.
Precinct 9 becomes Precinct 10.
Precinct 10 becomes Precinct 11.
Precinct 11 becomes Precinct 12.

Precinct Changes Effective January 1, 1958.

Ward 17.

Precinct 1.—Beginning at the junction of Dakota street and Greenbrier street, thence through the middle line of Greenbrier street to Tonawanda street, thence through the middle line of Tonawanda street to Claybourne street, thence through the middle line of Claybourne street to Park street, thence through the middle line of Park street to roadbed of New York, New Haven & Hartford Railroad, thence through the middle line of said roadbed to a point opposite Harvard street, thence across said roadbed to Harvard street, thence through the middle line of Harvard street to Bowdoin street, thence through the middle line of Bowdoin street to Claybourne street, thence through the middle line of Claybourne street to Dakota street, thence through the middle line of Dakota street to point of beginning.

Precinct 2.—Beginning at the junction of Greenbrier street and Dakota street, thence through the middle line of Dakota street to Geneva avenue, thence through the middle line of Geneva avenue to the roadbed of the M.T.A. Rapid Transit, thence through the middle line of said roadbed to a point opposite Park street, thence across said roadbed to Park street, thence through the middle line of Park street to Waldeck street, thence through the middle line of Waldeck street to Larchmont street, thence through the middle line of Larchmont street to Greenbrier street, thence through the middle line of Greenbrier street to point of beginning.

Precinct 3.—Beginning at junction of Park street and Washington street, thence through the middle line of Washington street to Southern avenue, thence through the middle line of Southern avenue to Whitfield street, thence through the middle line of Whitfield street to Wheatland avenue, thence through the middle line of Wheatland avenue to roadbed of New York, New Haven & Hartford Railroad, thence along the middle of said roadbed to a point opposite Park street,

thence across said roadbed to Park street, thence through the middle line of Park street to point of beginning.

Precinct 4.—Beginning at the junction of Claybourne street and Tonawanda street, thence through the middle line of Tonawanda street to Greenbrier street, thence through the middle line of Greenbrier street to Larchmont street, thence through the middle line of Larchmont street to Waldeck street, thence through the middle line of Waldeck street to Park street, thence through the middle line of Park street to Upland avenue, thence through the middle line of Upland avenue to Centervale park, thence through the middle line of Centervale park to Bourneside street, thence through the middle line of Bourneside street to Melville avenue, thence through the middle line of Melville avenue to Washington street, thence through the middle line of Washington street to Park street, thence through the middle line of Park street to Claybourne street, thence through the middle line of Claybourne street to point of beginning.

Precinct 5.—Beginning at the junction of Wheatland avenue and Whitfield street, thence through the middle line of Whitfield street to Southern avenue, thence through the middle line of Southern avenue to Washington street, thence through the middle line of Washington street to Norfolk street, thence through the middle line of Norfolk street to Woodrow avenue, thence through the middle line of Woodrow avenue to roadbed of New York, New Haven & Hartford Railroad, thence through the middle line of said roadbed to a point opposite Wheatland avenue, thence across said roadbed to Wheatland avenue, thence through the middle line of Wheatland avenue to point of beginning.

Precinct 6.—Beginning at the junction of Washington street and Melville avenue, thence through the middle line of Melville avenue to Penhallow street, thence through the middle line of Penhallow street to Mather street, thence through the middle line of Mather street to Nixon street, thence through the middle line of Nixon street to Centre street, thence through the middle line of Centre street to Wainwright street, thence through the middle line of Wainwright street to Lithgow street, thence through the middle line of

Lithgow street to Talbot avenue, thence through the middle line of Talbot avenue to Welles avenue, thence through the middle line of Welles avenue to Washington street, thence through the middle line of Washington street to point of beginning.

Precinct 7.—Beginning at the junction of Woodrow avenue and Norfolk street, thence through the middle line of Norfolk street to Edson street, thence through the middle line of Edson street to Milton avenue, thence through the middle line of Milton avenue to Evans street, thence through the middle line of Evans street to Capen street, thence through the middle line of Capen street to Norfolk street, thence through the middle line of Norfolk street to roadbed of New York, New Haven & Hartford Railroad, thence through the middle line of said roadbed to a point opposite Woodrow avenue, thence through the middle line of Woodrow avenue to point of beginning.

Precinct 8.—Beginning at the junction of Edson street and Norfolk street, thence through the middle line of Norfolk street to Washington street, thence through the middle line of Washington street to Rockwell street, thence through the middle line of Rockwell street to Milton avenue, thence through the middle line of Milton avenue to Edson street, thence through the middle line of Edson street to point of beginning.

Precinct 9.—Beginning at the junction of Washington street and Welles avenue, thence through the middle line of Welles avenue to Talbot avenue, thence through the middle line of Talbot avenue to Ashmont street, thence through the middle line of Ashmont street to Burt street, thence through the middle line of Burt street to Washington street, thence through the middle line of Washington street to point of beginning.

Precinct 10.—Beginning at the junction of Norfolk street and Capen street, thence through the middle line of Capen street to Evans street, thence through the middle line of Evans street to Milton avenue, thence through the middle line of Milton avenue to Rockwell street, thence through the middle line of Rockwell street to Washington street, thence through the middle line of Washington street to Fuller street, thence through the

middle line of Fuller street to Morton street, thence through the middle line of Morton street to roadbed of New York, New Haven & Hartford Railroad, thence through the middle line of said roadbed to a point opposite Norfolk street, thence across said roadbed to Norfolk street, thence through the middle line of Norfolk street to point of beginning.

Precinct 11.—Beginning at the junction of Washington street and Burt street, thence through the middle line of Burt street to Ashmont street, thence through the middle line of Ashmont street to Dorchester avenue, thence through the middle line of Dorchester avenue to Gallivan Boulevard, thence through the middle line of Gallivan Boulevard to the western boundary line of the Home for Incurables, thence along said boundary line to the northern boundary line of the Home for Incurables, thence along said boundary line to the property line between 64 and 70 Fuller street (property of or formerly of Frank A. Leicht), thence along said property line to Fuller street, thence through the middle line of Fuller street to Washington street, thence through the middle line of Washington street to point of beginning.

Precinct 12.—Beginning at the junction of Morton street and Fuller street, thence through the middle line of Fuller street to Milton avenue, thence through the middle line of Milton avenue to Gallivan Boulevard, thence through the middle line of Gallivan Boulevard to Pleasant Hill avenue, thence through the middle line of Pleasant Hill avenue to Morton street, thence through the middle line of Morton street to point of beginning.

Precinct 13.—Beginning at the junction of Milton avenue and Fuller street, thence through the middle line of Fuller street to the property line between 64 and 70 Fuller street, thence along said line to the northern boundary line of the Home for Incurables, thence along said boundary line to the western boundary line of the Home for Incurables, thence along said boundary line to Gallivan Boulevard, thence through the middle line of Gallivan Boulevard to Milton Avenue, thence through the middle line of Milton avenue to point of beginning.

Precinct 14.—Beginning at the junction of Maryknoll street and Morton street, thence through the middle line of Morton street to Washington street, thence through the middle line of Washington street to Adams street, thence through the middle line of Adams street to the Neponset River, thence through the middle line of said Neponset River to a point opposite the private drive owned by Walter Baker Company, and until 1903 known as Eagle Mill Place, thence through the middle line of said drive to River street, thence through the middle line of River street to Groveland street, thence through the middle line of Groveland street to Maryknoll street, thence through the middle line of Maryknoll street to point of beginning.

Precinct 15.—Beginning at the junction of Pleasant Hill avenue and Gallivan Boulevard, thence through the middle line of Gallivan Boulevard to Dorchester avenue, thence through the middle line of Dorchester avenue to Valley road, thence through the middle line of Valley road to Ruggles place, thence through the middle line of Ruggles place to Washington street, thence through the middle line of Washington street to St. Gregory street, thence through the middle line of St. Gregory street to Avondale street, thence through the middle line of Avondale street to Richmond street, thence through the middle line of Richmond street to Washington street, thence through the middle line of Washington street to Morton street, thence through the middle line of Morton street to Pleasant Hill avenue, thence through the middle line of Pleasant Hill avenue to point of beginning.

Precinct 16.—Beginning at the junction of Washington street and Richmond street, thence through the middle line of Richmond street to Avondale street, thence through the middle line of Avondale street to St. Gregory street, thence through the middle line of St. Gregory street to Washington street, thence through the middle line of Washington street to Ruggles place, thence through the middle line of Ruggles place to Valley road, thence through the middle line of Valley road to Dorchester avenue, thence through the middle line of Dorchester avenue to the southerly side of Dorchester park, thence along said line in an easterly direction to Adams street, thence through the middle line of Adams

street to Mellish road, thence through the middle line of Mellish road to the roadbed of the New York, New Haven & Hartford Railroad, thence through the middle line of said roadbed to Granite avenue, thence through the middle line of Granite avenue to the Neponset River, thence through the middle line of Neponset River to a point opposite Adams street, thence through the middle line of Adams street to Washington street, thence through the middle line of Washington street to point of beginning.

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Administrative Services Department
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